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 Remodeling of old Jewelry
A Specialty
 Careful Attention Given To
WATCH REPAIRING
 The Dalles, Oregon

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 (Full Course)
 at the
White Restaurant
 408 E. 2nd St.
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 We also serve, at usual prices, Lunch and Dinner combinations that are said by our patrons to equal Home Cooking

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 Painless Extraction
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W. T. Slatten, D. D. S.
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FINNEY OF THE FORCE



REVIEW OF WORK OF OREGON LEGISLATURE

Prison Bills Recommended by Governor Patterson Pass with Little Opposition.

Telephone Investigation Proposed — Tax Bills Introduced — Petition Methods Changed — Members Pay Increased — Installment Dealers Hit — State Apiarist Wanted.

Salem.—While no important measures had passed both houses during the second week of the session when the legislature adjourned over Sunday, yet most of the important measures of state-wide interest have been introduced and referred to committees. This week it is expected the committees will settle down to work and give serious consideration to the important bills.

The spirit of harmony which prevailed between the governor and the legislature at the opening of the session was in evidence during the second week for the prison bills sponsored by the governor passed both houses with little opposition.

They provide for the transfer of jurisdiction over the prison from the governor to the board of control and for the head of the prison to be known as superintendent instead of warden, the second official to be known as warden.

This session may set a record for proposed investigations. During the first week resolutions were offered to investigate the fish and text book commissions, also to make a survey of the state government, and the past week an investigation of the telephone business was proposed.

Telephone Investigation Asked.
 Without a dissenting vote, the house passed a resolution providing for a special commission to investigate the telephone companies operating in Oregon. The commission, to be composed of the attorney general, ex-Governor Oswald West, Colonel A. E. Clark and four members of the house, is instructed to initiate and prosecute any proceedings it may deem fit to bring about a reduction of telephone rates.

Following on the heels of an investigation in Oregon, ordered by the house, of rates, service and interstate relations with parent companies, the senate received a joint memorial addressed to congress calling on that body to institute an immediate nation-wide investigation of all phases of the alleged telephone monopoly existing in the United States, with particular attention to the relations between local companies and the present system.

Undoubtedly some effort will be made this week to whip into shape measures to provide the revenue necessary to take care of the increasing needs of the state.

Petition Circulators Hit.
 Circulation of petitions as now practiced in the use of the initiative and referendum is forbidden by terms of a bill introduced by Representative Norvell. It provides that laws proposed under that method shall be published in newspapers and notices given that petitions are on file in the office of county clerks where they may be signed by interested persons. It is forbidden for anyone to solicit signatures for pay.

The bills propose a tax of 5 mills per annum on intangibles, and a tax of 16 mills per annum on corporate excess. Both these imposts have been found productive of much revenue in other states.

The measures contemplate reassessment of property throughout the state so that existing inequalities may be smoothed out and a new determination of values had. To that end the state tax commission is given added authority over taxation and assessment laws of the state and it may fix the value of property in arriving at uniformity of assessment.

Bill Amends Marriage Law.

Representative Mann has introduced in the house a bill which repeals the law requiring a man to have a certificate of good health from a physician before he can obtain a marriage license in Oregon.

The move sponsored by the League of Oregon Cities to obtain a larger slice of county road money for use on city streets met with disapproval of the state senate, when the bill introduced by Senator Davis was indefinitely postponed. The bill sought to increase the apportionment of county road funds to the cities from 50 to 70 per cent of all county road money raised from property within the city road districts.

Would Encourage Reforesting.

Withdrawal from the tax rolls of approximately 2,500,000 acres of privately owned cut-over and burned-over forest lands which are largely unproductive, so that the owners may be encouraged to hold the lands during the time necessary to mature forest crops now growing or to be grown upon such lands, is provided for in a bill introduced in the house by Representatives Mott, Chindgren Peterson, Winslow and Stewart.

A resolution providing for submission to the people of a proposed constitutional amendment increasing compensation of members of the legislature from \$3 to \$10 a day was presented to the senate. The resolution followed the passage by the senate of the house resolution providing for payment of \$5 a day expense money to all 90 members of the legislature. The measure does not require the governor's signature. It will increase the cost of the session by approximately \$18,000.

Would Repeal Auto Title Law.

Repeal of the state motor vehicle certificate of title law is sought by a bill introduced by Senator Jay Upton. Senator Upton also introduced a bill changing the county allotment of funds received by the state from all motor vehicle license fees from 25 per cent, as at present, to 30 per cent. According to Upton's plan, 25 per cent of the county fund would be used for road purposes, while the remaining 5 per cent would go for whatever purposes the county saw fit.

A bill introduced by Representative Mark Paulson of Silverton prohibiting use of pictures of persons "real or imaginary" in connection with cigar advertisements was withdrawn by him after the house committee on public morals returned a majority report against it.

The house passed the Briggs bill for removal of the county seat of Jackson county from Jacksonville to Medford. The author of the bill recalled to the house that the question was voted upon by citizens of the county and removal received almost a 2-to-1 verdict. Because of a technicality, he said, the supreme court declared the election void.

The senate, by a vote of 18 to 7, approved over the veto of ex-Governor Pierce, a bill passed at the 1925 session of the legislature providing increases in the salaries of the secretary of state, state treasurer and attorney general. The bill provided that the salaries of the secretary of state and state treasurer shall be increased from \$4500 to \$5400 a year, while the compensation of the attorney general shall be increased from \$4000 to \$5000. The bill previously was approved by the house.

Installment Dealers Regulated.

Should a bill introduced in the house pass, it will force each dealer in the state who sells articles, no matter how small or how large, on the installment plan, to file his accounts with the county clerk of the district in which he lives. Not only is every dealer in the state affected, but every buyer. The measure almost means the entire abolishment of the installment buying plan, now used by practically all dealers.

The Moser committee, of the 1925 session, at its final meeting, definitely determined not to recommend the proposed compulsory competitive industrial insurance bill, the enactment of which is desired by the casualty insurance people of the state.

The office of state apiarist is to be created under the terms of a bill sponsored by Senator Elliott. The bill provides that the apiarist, who would be appointed by the governor, shall be a person who has had not less than five years' experience in bee culture. His salary is fixed at \$3000 a year.

The purchase of supplies and equipment of every kind would be taken out of the hands of every board, commission and institution of the state government, from the janitor to the state house to the executives of the University of Oregon, Oregon Agricultural college and the state normals, and vested in the state board of control should a bill put into the house

BECOME "SHIP EDUCATED"

American Owned Merchant Ships Are Necessary to Continued Prosperity

Mr. J. C. Rohlf, vice president, the Pacific American Steamship association, San Francisco, recently presented to the United States Shipping Board commissioners, specific facts which go to the root of the whole shipping problem. Mr. Rohlf based his opinions on 28 years' experience in designing, building and operating river, bay and ocean going craft of every description except passenger.

"Of greatest and first importance to my mind," he said, "is the maintenance of an adequate merchant marine as an indispensable aid in time of national emergency."

At such time, it is extremely hazardous to rely upon foreign merchant ships to supply our navy with necessary fuel, stores, etc., and our nation with indispensable commodities. During the World War our farmers and manufacturers experienced the disastrous effects resulting from delayed and ruined shipments which accumulated in every terminal warehouse, because of lack of ocean transportation facilities.

"The shipowners know the problem," said Mr. Rohlf, "and have offered constructive suggestions, practically all of which have so far been rejected by our legislative bodies, because the farmer, the manufacturer and the main body of our people have not understood, and do not now understand exactly what the lack of an American merchant marine means, first to the nation, and, secondly, to them."

"Our surplus products, the result of manufacture and agriculture, are in competition with these same products of other nations. Can we then afford to be dependent upon the vessels of other nations to carry them? We cannot, and should not."

Mr. Rohlf believes that with our nation "ship educated," constructive legislation will follow as a matter of course. We, as a nation, have by our own action, handicapped our own shipping industry. Only the stubborn courage, tenacity and adventurous spirit of the American business man has kept any ships operating under the American flag.

MAY PROVE BEST YEAR YET

By William Sproule
 President, Southern Pacific Company

Nineteen twenty-six has been a year of record freight traffic for American railroads. The traffic volume compared with previous years reflects the current prosperity. Predictions for 1927 must rest upon present conditions influenced by such forecast of future variation as can be made. Upon the basis of normal advance in the country's progress there is reason to expect the 1927 volume of railway traffic will compare quite favorably with that of the past year providing nothing unforeseen occurs with depressing consequences. Indeed 1927 may prove the best year yet.

Railway capital expenditures for 1926 are estimated by the bureau of railway economics at \$875,000,000. This estimate does not seem excessive, for in the seven years since federal control ended such expenditures have exceeded five thousand millions of dollars, representing an addition of one-fourth to the railway investment. Expenditure of this enormous sum, together with increased efficiency in operation, permitted the railroads to handle the record traffic of 1926 without substantial car or locomotive shortage even during the peak traffic months. The roads will, therefore, have ample rolling stock to move 1927 business, with such additions as are necessary for usual growth and for replacement of equipment going out of service. These necessities may be somewhat less than those of last year, but they will still be very large. The desire for more economical operation will require continuation of the policy of improving track and roadbed and structures, enlarging shop and terminal facilities.

During the last five years about one-half of capital expenditures has been for equipment and the remainder for roadway structures, the proportions for 1926 being respectively 43 per cent and 57 per cent. Considering the large additions made in recent years, equipment expenditures may bear a smaller relationship to the total in 1927 than in 1926. It is desirable, but not yet generally feasible, for railways to finance by sale of stock rather than by borrowing the money. Money needed for capital expenditures of recent years has been furnished largely through the sale of bonds. This situation cannot be changed materially until railway stocks have been established on not only a sure but also an adequate dividend basis. In not a single year since the end of federal control, even including 1926, have the railways earned the net return on investment contemplated by the transportation act, so the earning power of stocks is not likely to be sufficient to sell stock instead of bonds. The Interstate Commerce Commission, under the transportation act, placed the "fair return" at 5.75 per cent, but the average return realized on railway investment in the seven-year period 1920-1926 inclusive is less than 4 per cent. In the coming short session of congress an absence of railway legislation is desirable to avoid disturbance of fairly satisfactory public conditions. The good service of the railroads is generally recognized by the traveling and shipping public and tinkering with the railroad laws is disturbing to everybody without serving practical purpose.

ANOTHER AMERICAN FEAT

The American telephone system has been a world wonder for many years. It now announces trans-Atlantic radio telephone service between New York and London, the service for the present being limited to the metropolitan areas of these two cities.

It is not necessary to go to a special station to place trans-Atlantic calls. It will be possible for anyone at any telephone located in the New York metropolitan area, to talk to any person at any telephone in the London metropolitan area.

The American telephone and Telegraph company transmitted the first transoceanic speech in 1915. In 1923 one-way messages were telephoned to London. Since then further improvements have made the present service possible.

New York city has three times as many telephones as London, more than all Great Britain and over twice as many as France. The telephone, like the automobile, is a register of economic well-being, and use of these articles in the United States so far surpasses their general use in other countries that there is no comparison.

Who remembers when a girl with an unattractive face had to let it go at that?

Profitable
 Good nature generally pays dividends in good health.—Boston Transcript.

Dr J. R. Morgan
 DENTIST
 United States Dental Examiner for this district.
 Office at
MORO, OREGON.

DR. C. L. POLEY
 Physician and Surgeon
 Grass Valley, Oregon
 People can reach me from Moro at night from the long distance booth at Hotel Moro by ringing The Dalles.

Dr W. N. Morse
 Physician and Surgeon
 THE DALLES, OREGON
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